

*Duplicate
of no 6*

THE
SEVENTH ANNUAL REPORT

OF THE

PHILADELPHIA, WILMINGTON AND BALTIMORE

RAIL-ROAD COMPANY,

WITH THE

REPORT OF THE CHIEF ENGINEER,

AND

PROCEEDINGS OF THE STOCKHOLDERS' MEETING,

HELD, JANUARY 13. 1845.



PHILADELPHIA:

JOHN C. CLARK, PRINTER, 60 DOCK STREET.

1844.

Digitized by the Internet Archive
in 2018 with funding from

This project is made possible by a grant from the Institute of Museum and Library Services as administered by the Pennsylvania Department of Education through the Office of Commonwealth Libraries

TO
THE STOCKHOLDERS

IN THE
Philadelphia, Wilmington and Baltimore Rail Road
Company.

IN accordance with the requisition of the Charter of this Company, and in order that the Stockholders should be fully advised of the condition of their property, the Board of Directors present the following Statement for the year 1844.

The Extracts from the Books of the Treasurer, marked (A.) hereto annexed, exhibit in detail the assets and liabilities of the Company.

The Tabular Statement prepared by the General Superintendent, shows the condition of the work in its several departments.

The receipts for the year ending the 31st December, 1844, are \$531,715 10. The current expenses for the same period are* \$274,425 78. Two trains, each way, between the two Cities have been run throughout the year; but one train each way was run during four months of last year.

The Board have been long aware of the importance of making such improvements to their Road and Machinery, as would

* Expenses of the P. W. and B. Rail Road Company,	\$188,407 69
“ “ New Castle Company, - - -	86,018 09

\$274,425 78

afford increased speed and comfort to the travelling public, but the receipts for the last two years were too small to enable them to attempt it, however certain of the benefits to be thereby attained.

The revenue this year being larger, it was determined to make every effort to produce this result—and a sum amounting to \$58,518 70, has been therefore expended in permanent improvements to the Road and Machinery, which must have a most beneficial effect upon its future business.

The Report of the Superintendent exhibits the detail of this expenditure.

The flat-bar rail is about being removed from a portion of the Road, between Philadelphia and Wilmington, which has been laid with a heavy Iron T Rail. It is intended to continue the renewal of this part of the Road, until the remainder shall be placed in a condition to ensure greater regularity and speed than has yet been attained. It is believed, that there will be a ready sale for the flat bar Rail, which will materially diminish the outlay for the renewal of this portion of the Road.

By the improvements now made, our time between the two Cities has been reduced, within the last year, from seven to six hours—and we feel confident, that when this part of the Road has been thus relaid, it can be reduced to five hours.

A commodious Car-house has been constructed at Wilmington, large enough to house all our Cars, which have heretofore been exposed to all weathers, to their serious injury. A large number of new Cars have been constructed—new Locomotives purchased, three Bridges entirely rebuilt—and the whole Superstructure, Bridges and Machinery of the Road, carefully examined and thoroughly repaired, during the past year, and as will be seen by the Report of the Superintendent, the Road and all its appliances, are now in far better order than they have been for many years.

It is gratifying to the Board, that they have been able to meet all these extraordinary outlays, as well as the current expenses and interest, out of the revenue, and that whilst the liabilities of the Company are reduced, they have added largely to the value of the work, and much increased its ability for future profit to the proprietors.

By order of the Board,

M. BROOKE BUCKLEY, *President.*

REPORT OF SUPERINTENDENT.

Wilmington, Dec. 31st, 1844.

To the President and Directors of the Philadelphia,
Wilmington and Baltimore Rail Road Company.

GENTLEMEN,—Table marked B. herewith presented, exhibits the expenditures of the past year, under their appropriate heads.

It will be perceived that a large amount of these expenditures does not properly belong to the ordinary cost of “working” a Road, but has resulted in part, from a general and extensive improvement in the character of the Road and its machinery, and more especially, from outlays for the better accommodation and increase of the business of the Company, for which new engines, cars, depôts, buildings, &c. &c., have been provided.

The gross expenses for this year being larger than those of the two preceding years, it is important to know, that they have been increased in the manner and for the objects specified, and add substantially to the real value of the property of the Company, being calculated to lessen future expenses in the wear and tear of Road and machinery.

By a proposed concentration of tools and mechanics into one well-arranged and commodious workshop, the Company will be prepared to build its cars; and to do all repairs to cars and engines, in a substantial and economical manner.

CARS.—The new cars constructed this year have added to those heretofore owned by the Company, three passenger cars, six freight cars, nine platform cars, one baggage car, and one United States’ mail car; two new passenger cars were built to replace old ones unfit for further use or repairs. Most of the old cars have been overhauled or rebuilt throughout, so as to render them more convenient and comfortable.

The running gear of passenger and freight cars is well arranged for strength and durability. It may be well to state in illustration of this, that but four axles or journals were broken in ordinary use in one year, and but four others from casualties.

A spacious house at Wilmington for sheltering cars, has been constructed, the use of which as designed, will double the durability of cars, as well as reduce the cost of ordinary repairs, painting &c., hitherto rendered much larger than they should have been, in consequence of exposure of cars day and night, to all kinds of weather.

ENGINES.—One new engine has been purchased from the New Castle Manufacturing Company; two others in a worn-out condition from long use, and one unfit for service from defect of original construction, have been rebuilt, with many alterations and improvements, calculated to increase their power, with a saving of about twelve per cent. of fuel. The Company is now in command of a force of engines and cars, capable of conveying two passenger trains each way daily, between the cities, and also of transporting one hundred tons of freight, daily, in both directions.

ROAD.—Materials have been provided, and every preparation made to continue, early in the Spring the laying of the new T rail, between Wilmington and Philadelphia, which will be done in the most substantial manner. When this Rail has been substituted for the flat bar, the cost of repairs per mile, will be seventy per cent. less than those of the old track. The time of making the trip from Wilmington to Philadelphia, will be reduced to one hour and thirty minutes.

The relaying with new timber and gravel ballast, that part of the Road between Wilmington and Elkton, has been continued: some portions through deep cuts of the worst character on the Road, have been relaid upon a gravel ballast, so as to elevate the track and provide good drainage.

Those sections of the Road which were taken up entirely and relaid upon a foundation of gravel ballast last year, have now been in use more than twelve months, and in this time have cost less than *one* hundred dollars per mile for labour of

repairs, instead of about two hundred and fifty dollars as before.

All parts of the railway track have been repaired and adjusted, and are in much better condition than last year. As some evidence of this, the time of making the trips from Baltimore to Philadelphia has been lessened one hour.

BRIDGES.—As contemplated in last Annual Report, two Bridges, at Crum Creek and Hook, have been rebuilt, with a drawbridge in the former, answering the purpose of a turntable; the truss frames of these structures are on the plan of “Howe’s patent,” which is fully entitled to the high character given elsewhere to this mode of constructing bridges, roofs, &c. In addition to these, it was thought prudent also to rebuild both draws in Gray’s Ferry Bridge.

There remain now but two Bridges on the old plan of superstructure, between Wilmington and Gray’s Ferry, these will be rebuilt the ensuing year, after which the outlay for rebuilding Bridges will cease for many years, and the cost of repairs diminish to an inconsiderable sum.

Gunpowder and Bush River Bridges, together one and three-fourths of a mile long, have cost for repairs this year, in labour and materials, \$881.97. Means have been adopted to replace *any* piece of timber in these Bridges, without obstructing the travel a moment; and as every piece of timber composing these structures is exposed so as to permit at all times a rigid inspection, there can be no hazard whatever from decay.

DEPÔTS and WATER STATIONS have been much improved by repairs, new building, wood sheds, &c. Amongst others, a new house at Chester, which, when completed, will add much to the comfort of local passengers, and to the revenue of the Road.

Which is respectfully submitted by

Your obedient serv’t,

J. R. TRIMBLE,

Engineer & Gen. Superintendent.

Cost of road, including real estate, engines, cars, &c. &c.	\$4,655,862 60	Capital stock, - - - -	-	\$2,806,550 00
Cost of new track, between Wilmington & Philadelphia, for iron purchased, &c.	36,970 71	Loans at 6 per cent.	-	
		Due 1st June, 1855,	-	\$700,000 00
Stock owned by the Company, -		1st Oct., 1855, £113,000 Stg.	-	502,222 22
Bonds receivable, with interest added up to 1843, to equalize the par value of 13,000 shares of stock, held as collateral security, -	650,000 00	1st April, 1856, State of Del.	-	80,793 83
Other bonds and interest, -	5,282 75	1st Feb. 1858, \$878,760	-	
		Less held by Company,	-	802,420 00
Allan Thomson, balance due by him, January, 1843, -				
Materials on hand, purchased for use in 1845, -		Total amount under mortgage of May 21, 1842, -	-	2,085,436 05
Cash in hands of agents, due from Post Office Department, &c. -	13,248 72	Loan due 1st Nov. 1860, £182,500, under mortgage of May 26, 1842, -	-	811,111 11
Cash in hands of Treasurer, -	1,917 80			2,896,547 16
		Bonds and mortgages, -	-	72,850 00
		Judgment, -	-	
		Bills Payable, -	-	6,000 00
		Bills payable in London, 1843, 1844 & 1845, with interest, £30,000, -	-	51,820 88
		Bills Payable, for iron purchased, due 1845, without interest, £5,175 17 9	-	144,000 00
		Unclaimed dividends, \$404 50	-	24,844 26
		" interest, 4,050 15	-	4,454 65
		State of Delaware, semi-annual tax, 1st January, -	-	500 00
		Due to sundry individuals, -	-	2,874 69
		Profit and Loss, -	-	
				234,494 48
				85,938 69
				\$6,096,680 33

E. E. Office P. W. & B. R. R. Co January 1, 1845.

A. CAMPBELL, *Treas'r.*

(B.)

Statement of the Ordinary Expenses of the Philadelphia, Wilmington and Baltimore Rail Road Company, during the Year 1844.

Expense of transportation,—

Rents, including City and Southwark Rail Roads, - - - - -	\$ 6,323 82	
Fuel (Wood, \$26,309.90; Coal, \$2,894.27), -	29,204 17	
Oil and Tallow, Cotton waste, &c., -	3,326 79	
Salaries of superintendents, agents, conductors, enginemen, &c., and other expenses,	43,383 31	
Horse power in Philadelphia and Baltimore,	11,230 89	
Steamboats, repairs, wages, table, &c., -	7,292 81	
	<hr/>	\$100,761 79
Repairs of road, - - - - -	39,798 27	
Bridges, - - - - -	1,695 45	
Depôts and water stations, - - - - -	2,874 15	
Engines and tenders, - - - - -	11,981 68	
Cars, - - - - -	9,942 46	
	<hr/>	66,292 01
General charges,—		
Office expenses, including salaries, &c., -	8,385 00	
Insurance, taxes, discount, &c. -	4,559 95	
Printing and stationary, - - - - -	1,536 06	
Attorney's fees, costs of suits, &c., -	6,007 41	
Real estate expense, - - - - -	865 47	
	<hr/>	21,353 89
Total of ordinary expenses,		<hr/> \$188,407 69 <hr/>

(B.—Continued.)

*Statement of Extraordinary Expenditures.*Expenses of construction and repairs, *extraordinary*,—

Road, for relaying old track, - - -	\$ 6,537 69
Breakwater at Canton, - - -	526 23
Depôts and water stations, - - -	2,852 99
Rebuilding bridges, - - -	7,644 97

Motive power, &c.—

Rebuilding engines and tenders, - - -	4,678 69
New machinery for shops, - - -	888 10
New cars, - - -	14,091 93

\$37,220 60

Increase in "Cost of Road" since last Report, viz.—

Purchase of engine "Hercules" and patent, -	7,000 00
Cost of new car house at Wilmington, in part, -	1,709 27
Land damages, and real estate purchased, -	2,609 45

11,318 72

Construction of new track,—

Insurance and charges on iron, and duty on	
200 tons, - - - - -	6,125 35
Spikes, fastenings, and lumber for track, -	3,854 03

9,979 38

Total of extraordinary expenditures,

\$58,518 70

Office Phila. Wilm. and Balt. R. R. Co. }
Wilmington, Jan 1, 1845. }

J. R. TRIMBLE,
Engineer and Gen. Sup't.

STOCKHOLDERS' MEETING.

At a Meeting of the Stockholders of the Philadelphia, Wilmington, and Baltimore Rail Road Company, held at their Depôt in Wilmington, 13th January, 1845:—

On motion, Jos. C. GILPIN was appointed Chairman, and Jos. PEROT, Secretary.

The Report of the Directors and General Superintendent, together with a Statement of the affairs of the Company, and Expenditures of the past year, were read.

On motion accepted and ordered to be printed.

A Report from the Board on the subject of appointing a Vice President was read, and on motion, Resolved, That the Directors have power to appoint a Vice President of the Company.

On motion, adjourned to go into an Election for Managers.

The Stockholders again met to hear the Report of the Tellers of the Election, who reported the following gentlemen elected Managers for the ensuing year.

Pennsylvania.

M. BROOKE BUCKLEY,
JOHN A. BROWN,
A. J. LEWIS,
C. H. FISHER,
JOHN ASHHURST.

Delaware.

JAMES ROGERS,
GEORGE BUSH,
MAHLON BETTS,
MERRIT CANBY,
WM. R. SELLERS.

Maryland.

J. I. COHEN, Jr.,
HUGH M'ELDERRY,
THOMAS KELSO,
JOSEPH COUDON,
JOHN C. GROOME.

On motion, adjourned.

J. C. GILPIN, CHAIRMAN.

JOSEPH PEROT, SECRETARY.